

NORTH CAROLINA

Department of Transportation



















Technical Services

Chris Werner, Director

January 11, 2018

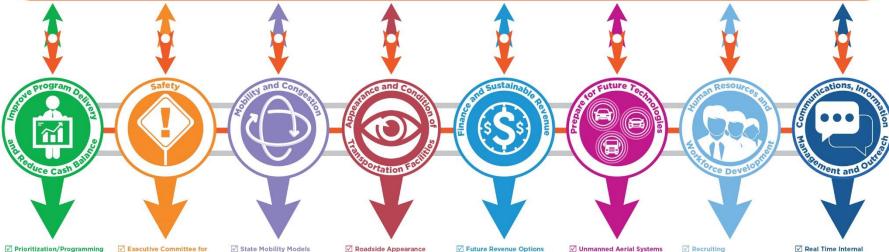
Introduction and Overview

- Introduction
- First 100-days update
 - -Program delivery approach
 - -Structure and processes
 - Industry partners
 - Oversight and controls

NCDOT Priorities and Work Groups

Better Transportation Service for North Carolina

Our Mission: Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



- Scoping, Scheduling
- ☑ Project Development
- ✓ Procurements
- ☑ Right-of-Way
- ✓ Operations and Maintenance
- Revenue and Cash Model
- **▼** Executive Committee for
- ✓ Vision Zero
- ☑ Technology Pilots
- ✓ Planning and Policy
- Highway Safety
 - ✓ Rural Mobility and Economic Development
 - ✓ Mobility Modernization Fund Implementation

and Analytics

- ✓ Mobility Performance Data
- ✓ Roadside Appearance
- ☑ Bridge and Structures
- ☑ Pavements; Signals/ITS
- ✓ Transportation Facilities
- Budgeting and Performance Plans
- ✓ Future Revenue Options for Sustained Transportation
- ☑ Debt Capacity Instruments
- - Vehicle Infrastructure and
 - ✓ Industry Technology

Vehicle Policy

- **Advisory Group**
- ✓ University Center for Transportation Innovation

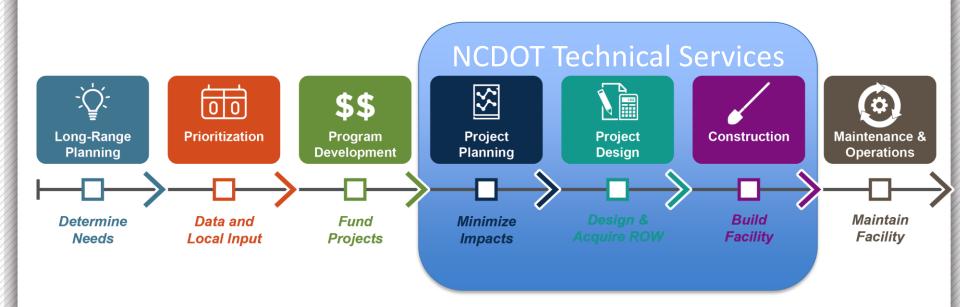
✓ Connected and Automated

✓ Connected and Automated

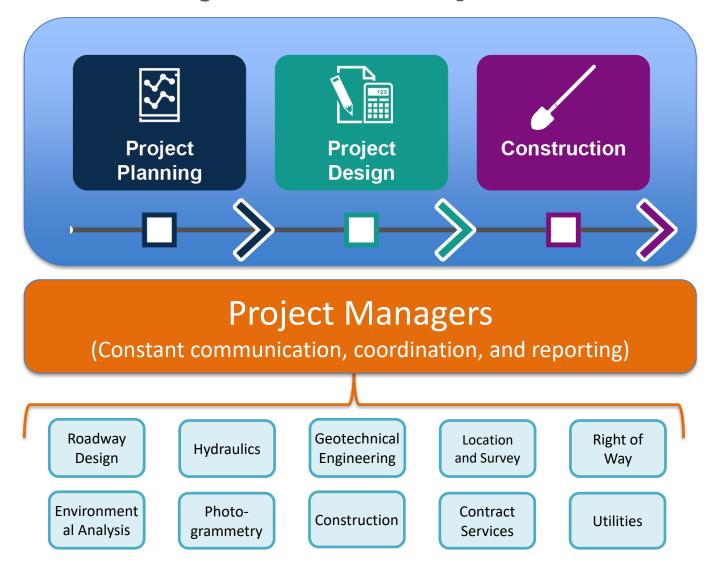
☑ Decision Support and Operations Control Data, Integration, Infrastructure, and Analysis Systems Technology

- ✓ Small Business Development
- ☑ Benefits/Compensation Reform and Modernization
- ✓ Scholarships/Internships/ Apprenticeships
- ✓ Real Time Internal Performance Measures and Dashboarding
- **▼** Real Time External Performance Measure and Dashboarding
- ✓ External Communications and Outreach of DOT Services-Planning, Project Development. Construction, Operation, All Hazard Response, Transportation Permits. Vehicle and Driver Services
- ✓ Real Time Data Collection, Analysis, Storage, and Reporting Across all Modes, Units, Facilities and Operations to Obtain and Sustain Full Time Situational Awareness

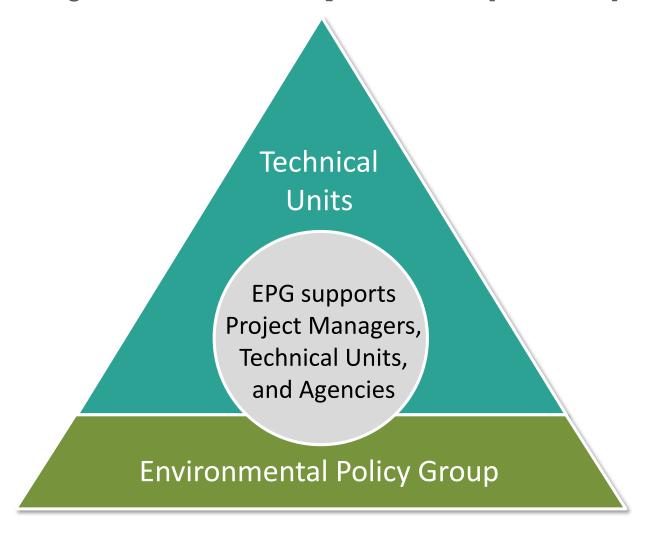
Program Delivery Approach



Project Development



Project Development (cont.)



Discoveries and Expectations



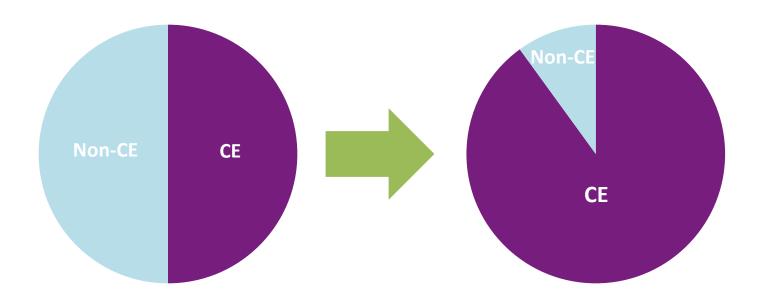
(CE) Categorical exclusion

(EA) Environmental assessments

(EIS) Environmental impact statement

Project Delivery

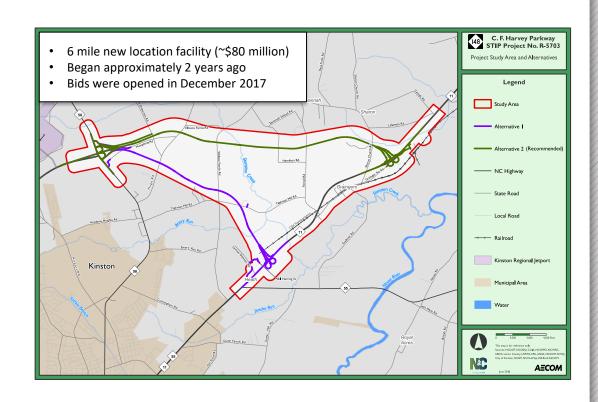
- Consistent policy approach
- Greater emphasis on document type and needs



Next Steps for EAs and EISs?

A proven example: *C.F. Harvey Parkway*

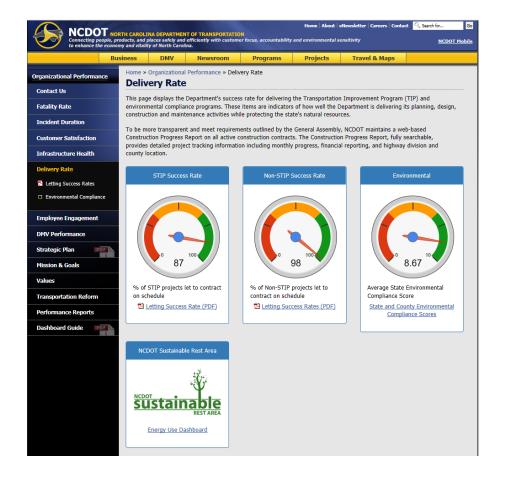
- Combined EA/FONSI
- Utilized GIS data/info from the Kinston Bypass Project
- Close collaboration with resource agencies
- Level of effort for analysis/design "rightsized" for project
- Concise reports and document



Industry Partners

- PEF Rates
 - Development of Consultant Rate Schedule System
 - Firms only submit rates (OH, salary and cost of capital) into the system
 - Applicable for all projects for that year
 - More straightforward and efficient
 - Supported by industry
- Change negotiation process only assess mandays and distribution of work across discipline type and level
 - Use industry rates
 - Allows for quicker negotiation and initiation of work by PEF
- Procurement
 - Simplifying the number of on-call contracts as well as the language included in contracts
 - Utilization of Docusign for all Professional Service contracts, NTPs, etc to speed up contracting and initiation of work by PEF

Oversight and Controls



- Internal
 - Focus on program delivery
 - Constant status review –
 scope, schedule and budget
 - Opportunity to accelerate projects
 - Involvement at all levels
 - Systematic
- External
 - Legislative requirements

Other Initiatives – Leave no stone unturned

